

N° 2081.

**ITALIE
ET TCHÉCOSLOVAQUIE**

**Accord concernant le trafic par
chemin de fer. Signé à Rome, le
15 novembre 1924.**

**ITALY
AND CZECHOSLOVAKIA**

**Agreement regarding Railway Traffic.
Signed at Rome, November 15.
1924.**

¹ TRADUCTION. — TRANSLATION.No. 2081. — AGREEMENT² REGARDING RAILWAY TRAFFIC BETWEEN ITALY AND CZECHOSLOVAKIA. SIGNED AT ROME, NOVEMBER 15, 1924.

French official text communicated by the Italian Minister for Foreign Affairs and the Permanent Delegate of the Czechoslovak Republic accredited to the League of Nations. The registration of this Agreement took place July 11, 1929.

HIS MAJESTY THE KING OF ITALY, of the one part, and THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC, of the other part, being desirous of promoting railway traffic between Italy and Czechoslovakia, have decided to conclude an agreement with that object and have appointed for the purpose as their Plenipotentiaries :

HIS MAJESTY THE KING OF ITALY :

M. Benito MUSSOLINI, Prime Minister and Minister for Foreign Affairs :

THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC :

M. Vlastimil KYBAL, Envoy Extraordinary and Minister Plenipotentiary of the Czechoslovak Republic at Rome,

Who, after having communicated their full powers, found in good and due form, have agreed upon the following :

Article 1.

If the agreements concluded at Trieste on December 21, 1922, regarding handling charges (*frais de place*) and the Adriatic tariff, are denounced by either of the High Contracting Parties before December 21, 1928, the aforesaid Parties undertake to conclude arrangements to supersede them, prior to the date of their expiry, with the object of preventing a diversion of traffic from the railway systems to which the above-mentioned tariff is applicable and of avoiding hindrances to traffic with each other.

It is understood that the arrangement superseding the Adriatic tariff will not come into effect unless the tariff reductions, now granted in the southern zones to which the tariff applies, remain in force. The aforesaid arrangement and that regarding handling charges shall be concluded simultaneously.

If the High Contracting Parties have not concluded such arrangements at the time when the above-mentioned agreements expire, provisional changes in the tariff may be introduced either by the railway administrations of the two Contracting Parties or by the general Warehouses Administration of Trieste, provided that such changes do not conflict with the intention or aim of the Adriatic tariff system, or of the above-mentioned agreement regarding handling charges.

¹ Traduit par le Secrétariat de la Société des Nations, à titre d'information.

¹ Translated by the Secretariat of the League of Nations, for information.

² The exchange of ratifications took place at Rome, June 3, 1929.

It is understood that no unilateral changes of such a nature as to affect the agreements regarding the Adriatic tariff may be made in the conditions agreed upon between the administrations of the two countries.

Article 2.

In regard to any questions which may arise between Italy and Czechoslovakia, or between them and the other States concerned in the Adriatic tariff system, as a result of the transfer to other administrations of the operation of the lines of the former Südbahn, the High Contracting Parties shall, if necessary, negotiate a preliminary agreement which shall preserve existing conditions as far as possible.

Each of the High Contracting Parties shall in any case endeavour to avoid prejudicing the interests of the other when making any changes needed to adapt the organisations of the said lines to the new conditions.

Article 3.

The High Contracting Parties reciprocally undertake, in so far as such action can be taken by their respective administrations to cause through tariffs to be drawn up for the railway systems whose tariffs they are entitled to fix or regulate; the said through tariffs shall be applicable to the general goods tariffs whether in full wagon-loads or in smaller consignments proceeding from the territory of either High Contracting Party to that of the other.

The aforesaid through tariffs shall apply as far as the stations of destination, or the Italian or Czechoslovak frontier stations, and the rates on which they are based shall be calculated in accordance with the appropriate internal tariffs in force on the railway systems of the High Contracting Parties.

Nevertheless, as regards Italian goods exported to Czechoslovakia or in transit through Czechoslovakia, indicated in Annexes A and B respectively, and Czechoslovak goods exported to Italy, indicated in Annex C, the two High Contracting Parties shall, in the above-mentioned through tariffs, allow each other rates based on the appropriate internal tariffs in force on the respective sections, with the reductions of transport charges fixed for the various classes of goods in the above-mentioned annexes, which also indicate the minimum weights for which rates are laid down.

The railway administrations of the High Contracting Parties shall, where necessary by agreement with the administrations of the other States concerned, regulate questions relating to the introduction, application and operation of these through tariffs.

Article 4.

The present Agreement is concluded for a period of one year reckoned from its entry into force.

It may be denounced by either of the High Contracting Parties not less than three months before its expiry. If not denounced, it shall be prolonged from year to year.

Article 5.

The present Agreement shall be ratified and the ratifications shall be exchanged at Rome as soon as possible.

It shall come into force eight days after the exchange of ratifications.

In faith whereof the Plenipotentiaries have signed the present Agreement and have thereto affixed their seals.

Done at Rome in duplicate, November 15, 1924.

(Signed) MUSSOLINI.

Minister for Foreign Affairs of His Majesty
the King of Italy.

(Signed) Vlastimil KYBAL.

Czechoslovak Plenipotentiary.

ANNEX A.

ITALIAN GOODS DESPATCHED TO CZECHOSLOVAKIA : REDUCTIONS ALLOWED FOR THE CZECHOSLOVAK SECTION OF THE JOURNEY.

| | Minimum chargeable weight | Reduction allowed |
|----------------------------------------------------------------------------------------------------|---------------------------|-------------------|
| | Tons | |
| Acid southern fruits (agrumi) | 10 | 10 % |
| Dried figs for industrial purposes | 10 | 5 % |
| Dried figs ready for consumption | 5 | 5 % |
| Fresh fruits | 5 | 5 % |
| Dried fruits | 10 | 5 % |
| Fresh flowers | 4 | 5 % |
| Oils ready for consumption | 5 | 5 % |
| Fresh vegetables and kitchen herbs, except garlic and onions, from November 1 to July 31 | 5 | 5 % |
| Tomatoes, fresh or dried | 5 | 5 % |
| Potatoes, from March 1 to June 30 | 10 | 5 % |
| Rice | 10 | 10 % |
| Wines, vermouth, Marsala in casks, tank wagons, demijohns, flasks or bottles | 10 | 5 % |
| Crude marble in pieces or blocks, simply squared or not, slabs or blocks, simply sawn. | 10 | 10 % |

ANNEX B.

ITALIAN GOODS IN TRANSIT THROUGH CZECHOSLOVAKIA : REDUCTIONS ALLOWED FOR THE CZECHOSLOVAK PART OF THE JOURNEY.

| | Minimum chargeable weight | Reduction allowed |
|-----------------------------------------------------------------------------------------|---------------------------|-------------------|
| | Tons | |
| Acid southern fruits (agrumi) | 10 | 15 % |
| Dried figs ready for consumption | 5 | 15 % |
| Dried figs for industrial purposes | 10 | 15 % |
| Fresh fruits | 5 | 15 % |
| Edible grapes | 10 | 15 % |
| Dried fruits | 10 | 15 % |
| Fresh flowers | 4 | 15 % |
| Vegetable oils | 5 | 15 % |
| Fresh vegetables and kitchen herbs | 5 | 15 % |
| Alimentary pastes | 5 | 15 % |
| Potatoes | 10 | 15 % |
| Cereal flours | 10 | 15 % |
| Rice | 10 | 15 % |
| Wines, vermouth, Marsala (in tank wagons, demijohns, flasks or bottles) | 10 | 15 % |
| Crude marble, in pieces or blocks, squared or not, slabs or blocks simply sawn. | 10 | 15 % |
| Tomatoes, fresh or dried, tomato preserves | 5 | 15 % |
| Crude or refined sulphur, flowers of sulphur, sulphur in sticks. | 10 | 15 % |
| Hard cheese | 5 | 15 % |

ANNEX C.

CZECHOSLOVAK GOODS DESPATCHED TO ITALY : REDUCTIONS ALLOWED FOR THE ITALIAN PART OF THE JOURNEY.

| | Minimum chargeable weight | Reduction allowed |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------|
| | Tons | |
| Cast glass for building, crude or roughly worked, such as glass tiles of all kinds for roofing | 5 | 10 % |
| Sheet glass of all kinds, not worked, not polished, silvered or not | 5 | 10 % |
| Sheet glass for decoration, coloured or not, not ground or etched | 5 | 10 % |
| Crude glass in rough plates, cast pieces or rods | 5 | 10 % |
| Ordinary drinking glasses and vessels | 5 | 10 % |
| Glass casks | 5 | 10 % |
| Glass for optical apparatus, crude, in lumps or sheets | 5 | 10 % |
| Drawing-paper | 5 | 10 % |
| Notepaper and envelopes | 5 | 10 % |
| Coloured paper | 5 | 10 % |
| Silver and gilt paper, porcelain paper, paper covered with any other material, parchment paper, paper prepared for medical purposes and other special papers | 5 | 10 % |
| Wood pulp of all kinds | 10 | 10 % |
| Agricultural machinery, except threshers | 5 | 10 % |
| Beer | 5 | 5 % |
| Malt | 5 | 5 % |
| Mineral waters | 10 | 10 % |
| Bentwood furniture | 5 | 10 % |
| Enamelware household utensils | 10 | 10 % |
| Casks of wrought or cast iron | 10 | 10 % |
| Porcelain, faience, pottery of all kinds | 5 | 10 % |
| Machinery for sugar mills, breweries or distilleries, for the first equipment of a factory, and only if the consignment is addressed to the station which serves the factory to be equipped | 10 | 10 % |
| Barley | 10 | 5 % |
| Ordinary rough timber, except sawn timber | 10 | 5 % |
| Potatoes | 10 | 5 % |
| Fresh or dried chicory roots | 10 | 10 % |
| Hops | 5 | 10 % |
| Beetroot seed | 5 | 10 % |
| Kaolin | 10 | 5 % |